Event

MPTS IJET
FAM 2101
OFT

Mission

FAMILIARIZATION EP SIMULATOR

1.5 HOURS/X

ORM

FAM 2101

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

FAM 2101

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

ADMIN

FAM 2101

- **QOD**
  - **NATOPS**
  - **EP**
  - **SOP**
- **PREREQUISITES**
  - **FAM3103**
- **MISC.**
  - **EVENT DURATION MUST BE AT LEAST 0.75 OF SYLLABUS TIME TO BE COMPLETE (1.1 HRS).**
  - **AN EVENT DURATION THAT DEVIATES GREATER THAN 0.3 HOURS FROM SYLLABUS TIME MUST HAVE THE REASON ANNOTATED ON THE GRADE SHEET.**

SYLLABUS NOTES

FAM 2101

THE STUDENT WILL PERFORM THE FOLLOWING MANEUVERS IAW FTI, NATOPS, AND SOP:

START MALFUNCTION/EMERGENCY (ANY)
FAILURE TO REACH LINE SPEED
ABORT SITUATIONS (ANY)
TAKEOFF EMERGENCY (ANY)
ONE GEAR UNSAFE DOWN
NWS CAUTION LIGHT ILLUMINATION AIRBORNE
TAILPIPE OVERHEAT
CABIN PRESSURIZATION FAILURE
TRIM MALFUNCTIONS
TAIL HOOK MALFUNCTIONS
OVERHEAD PA
STRAIGHT-IN PA
ABEAM PA
ANTISKID FAILURE
BLOWN TIRE DURING FIELD LANDING
SWERVE ON TOUCHDOWN
FIELD-ARRESTED LANDING WITH BLOWN TIRE
LOW ALTITUDE COMPRESSOR STALL
EJECTION (LOW ALTITUDE)
FUEL SYSTEM EMERGENCIES (ANY)
ELECTRICAL EMERGENCIES (ANY)
HYDRAULIC MALFUNCTION/EMERGENCIES (ANY)
FLIGHT CONTROL EMERGENCIES (ANY)
ONE-HALF FLAP FIELD-ARRESTED LANDING (ROLL-IN, FLY-IN)
LANDING WITH NWS FAILURE
REJECTED LANDING/GO-AROUND

DISCUSS

FAM 2101

GO-AROUND

- **HISTORY: REFER TO VT-22 SIR, JUNE 2010**

- **JOINT SOP: AT ANY TIME IF THE AIRCRAFT IS NOT DECELERATING NORMALLY WITH 3000 FEET OF RUNWAY REMAINING, A GO-AROUND OR LONG FIELD ARRESTMENT DECISION MUST BE MADE**
  - **NOTE: WHILE THE FAM FTI CAUTIONS AGAINST ROLL BEYOND 4000 FT REMAINING MARKER (DURING ROLL AND GO), SNAs SHOULD UNDERSTAND THAT GO AROUND IS POSSIBLE WITH LESS RUNWAY**

- **IPs MUST ENSURE STUDENTS ARE AWARE OF T-45C SHORT-FIELD TAKEOFF PERFORMANCE. DISCUSS FOLLOWING:**
  - **LINE SPEEDS DURING LANDING ROLL**
  - **GO-AROUND ROTATION SPEED (V liftoff: 99 KIAS)**
  - **GO-AROUND AOA (19.5 UNITS)**
  - **L/Dmax (24 UNITS)**
  - **TAKEOFF ROLL (LESS THAN 2000’ AT 11,000 lbs)**

RECOMMENDED FLIGHT CONDUCT

FAM 2101

- **DEPT: ANY RWY VECTORS TO HORNE/FOGGY**
- **WORKING AREA: ANY AREA**
- **ARRIVAL: ANY RWY**
- **PERFORM AT LEAST ONE NO-HUD LANDING**
- **PERFORM AT LEAST ONE OF EACH OF THE FOUR PA'S, E.G. 1 STRAIGHT-IN, 1 PARALLEL, 1 PERPENDICULAR, 1 ABEAM MINIMUM**

SSR/DISCUSS ITEMS

FAM 2101

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**

- **DISCUSS ITEMS:**

- **QOD**
- **BRAKE PRESSURE LIGHTS ILLUMINATE AIRBORNE**
- **OBOGS MALFUNCTIONS**
- **WEIGHT-ON-WHEELS PROXIMITY SWITCH FAILURE**
  - **(AOA INDEXERS WITH AIRCRAFT ON LANDING ROLLOUT)**
- **ARRESTED LANDING**

FAM 2101

BLOCK MIF

CTS REF	MANEUVER	FAM2101
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	3+
5	Mission Planning/Briefing/Debriefing	3+
6	Communications	3+
7	Ground Operations	3+
8	Flight Admin	3+
2	Start Malfunctions	3+
2	Ground Emergencies	3+
2	Aborted Takeoff	3+
2	Takeoff EPs	3+
2	Engine EPs	3+
2	Flight Control EPs	3+
2	Gear EPs	3+
2	Electrical EPs	3+
2	Hydraulic EPs	3+
2	ECS EPs	3+
2	Fuel System EPs	3+
2	Ejection	3+
2	Swerve/Blown Tire on Landing	3+
2	Short-field Arrestment	3+
2	Rejected Landing/Go-Around	3+
10	Takeoff	3+
11	Departure Procedure	3+
13	Descent/Field Entry	3+
21	Precautionary Approach(es)	2+
22	VFR Landing Pattern	3+

STANDARD DEBRIEFING FORMAT

FAM 2101

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED